

# Ches

# GO!

Improving the ways people move throughout Chester County since 1992.

## Building a Better Bicycle Culture

The opportunities in Chester County are immense!

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**Also in this issue:**

### In Support of Multifamily Housing

TMACC wrote the replicable playbook for educating and evangelizing options to multifamily housing complexes.

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### Building a Safer, Greener Future

Chester County's Bike Amenities Project Explained.

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A publication of



Transportation Management Association of Chester County





The mission of TMACC is to advance equitable, safe, and sustainable multimodal transportation solutions by serving as

- a resource center for innovative mobility strategies,
- a collaborator of the public, private, and non-profit sectors, and
- a catalytic agent for advancing and implementing best practices.

Learn more at [TMACC.org](https://tmacc.org)

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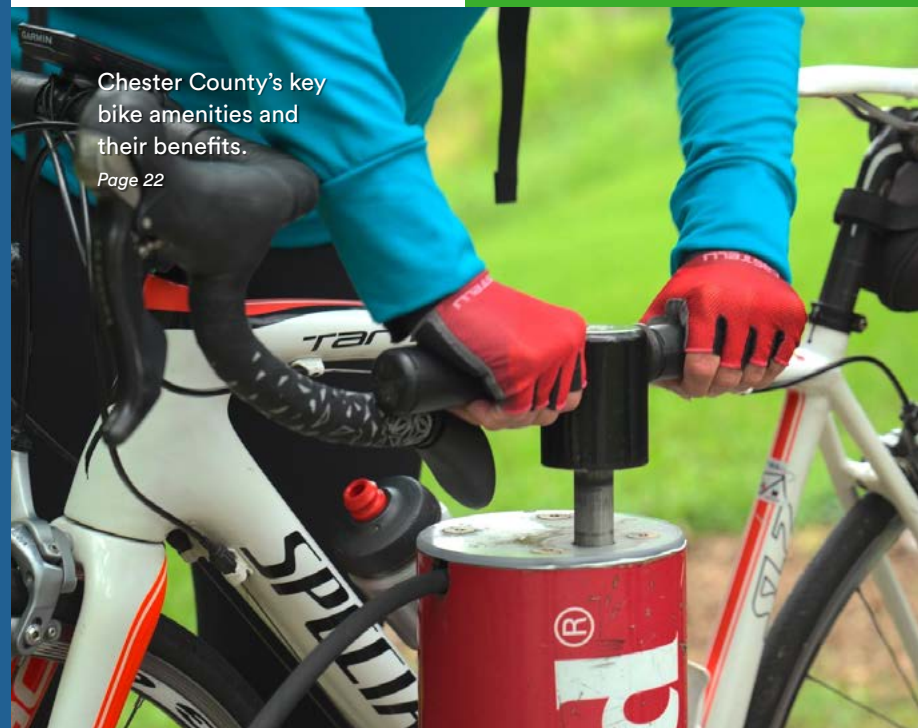
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Chester County's key bike amenities and their benefits.  
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**A Note From Our Executive Director**

**Zooming Along**

**Why Do We Hate Cyclists?**

Hate is such a strong word and, like a lot of other strong words, it's thrown around a lot lately... especially on the Internet. Thankfully, you witness the ire toward bike riders much more Online than you do on the road. On social media though, where there's no filter, a vocal faction takes every opportunity to degenerate cycling and cyclists.

As a proponent of cycling and a cyclist, the behavior is troubling, if not terrifying.

The rule of law doesn't enter into the equation because, if it did, motorists behind the keyboard would understand that cyclists have just as much right to the road (unless it's a non-cycling road like a state highway) as automobiles do.

But, if laws won't do it, how do we begin to change behaviors and make certain that car drivers respect cyclists, at all times, in all scenarios.

Friends have been hit, sideswiped and bumped. I've been on rides where motorists and cyclists nearly came to blows. I've watched a fellow rider get t-boned and driven away in an ambulance. With more cars and more bicycles sharing the road everyday, something has to change.

Like any problem, the cause needs to be identified before solutions can be tested. Road rage perpetrated by motorists toward cyclists, on the road and Online, is the symptom but what is the motivation for the hate?

**IMPENDING** ability to get from point A to point B: Motorists believe that human powered machines sharing roadways with them interfere with their schedules which leads to frustration and, in turn, poor behavior. The fact is, although it's easy to blame a slow moving cyclist on the hill in front of you, cyclists do not cause congestion. A 2020 study<sup>1</sup> that used on-road speed measurement data found that loss of time to motorists was negligible and that cyclists do not negatively affect motorists' travel speed.

► *We need to broadcast this information to every driver we know.*

**IGNORANCE** of the law is no excuse but many motorists do not understand the legal rights of cyclists so you can't initially blame them. Many PA drivers don't know, for instance, that cyclists may use a full lane on a two-lane roadway. And they may not know that they can ride in that lane two abreast. Now, most cyclists are courteous enough to get to the right when there is a 'car back' but that group could also do better. Better behavior starts at a young age where we can teach young drivers and cyclists the law, written and unwritten.

► *We need to prioritize bicycle safety on the PA state driving test.*

**TAXES** are paid to build and maintain public roads by both motorists and cyclists alike.

*Continued on page 27*



**P. Timothy Phelps**  
*Executive Director*

<sup>1</sup> Transportation Research Record, the Journal of the National Academy of Sciences' Transportation Research Board, June 12, 2020.



**B**icycling is an efficient, healthy, and environmentally friendly mode of transportation. However, many people hesitate to cycle due to various concerns such as fear of traffic and accidents, lack of safe and connected infrastructure, insufficient amenities like bike racks and repair stations, and a general lack of awareness or education about cycling.

Societal attitudes and the dominance of car culture also play significant roles in deterring people from choosing bicycles as a regular means of transportation.

Despite these challenges, the potential for building a better bicycle culture in Chester County is immense.

According to data from the League of American Bicyclists, cycling demographics are diverse—with people of all ages, backgrounds, and income levels expressing interest in bicycling. Creating a supportive environment that addresses the needs and concerns of all these groups is crucial for fostering a thriving bicycle culture.

**Bicycle Amenities and Infrastructure**

One of the foundational elements of a robust bicycle culture is the availability of adequate bicycle amenities and infrastructure. This includes secure bike parking, repair stations, and designated bike lanes. Chester County has been making strides in this area with initiatives such as the development of the Chester Valley Trail (CVT) and the planned extension of the Schuylkill River Trail (SRT). Places like the Borough of West Chester have installed bicycle bike boxes and Vanguard has sponsored a fix-it station on the CVT. The CVT and SRT not only provide safe and scenic routes for cyclists, but also connect key areas, making cycling a viable option for commuting and recreation.

Businesses and public institutions, including West Chester University, have also been enhancing their bicycle facilities. By providing secure bike racks, shower facilities, and bike repair stations, they encourage more people to choose cycling. The Kennett Square Library is working on building a bike culture there by installing new bicycle racks. Additionally, integrating bike-sharing programs can significantly boost cycling by providing easy access to bicycles for short trips.

**Safety**

Safety is a paramount concern for both new and experienced cyclists. Ensuring safe cycling conditions involves a combination of infrastructure improvements, law enforcement, and public education. The Chester County Planning Commission emphasizes the need

for bicycle-friendly road infrastructure, including well-marked bike lanes, traffic calming measures, and dedicated cycling paths. These measures help reduce the risk of accidents and make cyclists feel more secure. Communities like Coatesville have installed bike lanes.

Educational programs for both cyclists and motorists are equally important. Initiatives by organizations like the Bicycle Coalition of Greater Philadelphia and their subsidiary Bike Chester County as well the West Chester Cycling Club focus on teaching road-sharing etiquette and safety practices for cyclists. Through Chester County *Share-the Road* campaign, they encourage motorists to respect cyclists' rights, and then promoting the use of safety gear among cyclists can significantly enhance safety on the roads.

**Building a Better**

**BICYCLE CULTURE**

**in Chester County**

**“ A Better Bicycle Culture will support transportation options for everyone, including those who want to ride a bike to their destinations, whether it is a school, a store, an office, or somewhere else.**





“ Programs that emphasize mutual respect and understanding between road users can lead to a more harmonious and safer environment for everyone. ”

#### Etiquette

A crucial aspect of fostering a better bicycle culture is promoting proper cycling etiquette. This includes teaching cyclists to follow traffic laws, use hand signals, and respect pedestrians. Equally important is educating motorists to share the road safely with cyclists. Programs that emphasize mutual respect and understanding between road users can lead to a more harmonious and safer environment for everyone.

Cycling advocacy groups play a vital role in this regard. They organize workshops, community rides, and outreach programs to educate the public about the benefits of cycling and the importance of proper behavior on the roads.

#### Environmental Impact

The environmental benefits of cycling are significant. By choosing to bike instead of drive, individuals can help reduce greenhouse gas emissions, decrease air pollution, and lessen traffic congestion. The environmental impact of detouring cars due to bridge closures, for instance, highlights the need for reliable cycling infrastructure. Increased vehicle miles on detour routes lead to higher emissions and poorer air quality, affecting the health and safety of residents.

Brian O’Leary, Executive Director of the Chester County Planning Commission, underscores the importance of a bicycle culture that supports transportation options for everyone. “A Better Bicycle Culture will support transportation options for everyone, including those who want to ride a bike to their destinations, whether it is a school, a store, an office, or somewhere else.”

Kevin Finn, Chairman & Founder of Iron Hill Brewery and an avid cyclist, adds, “Getting people to pick bikes (even occasionally) over cars helps make our world a better place and hopefully over time a stronger bike culture will make people think of biking first instead of cars.”

Building a better bicycle culture in Chester County requires a multi-faceted approach that includes improving infrastructure, enhancing safety, providing amenities, and promoting proper etiquette. With the combined efforts of local government, advocacy groups, and the community, we can create an environment where cycling is a viable and attractive option for all.

*Continued on page 27*



# LEVEL UP YOUR BIKE RIDE

Take your bike ride a step further by finding local amenities to make your ride less stressful, faster, and more fun!

Whether you're just starting out on your biking journey or a seasoned cycling enthusiast, knowing where cycling amenities are located can significantly enhance your ride. Make it a priority to identify these amenities before your ride to ensure a better biking experience!

### Make your ride easier, discover bicycle amenities near you!

Do you ride your bike to work? Do you know where cycling amenities are located along your route? Knowing where cycling amenities such as bike racks, repair stations, and dedicated bike lanes are located can make a big difference in your commute.

Discover amenities at [TMACC.org/Bike](https://tmacc.org/Bike)

### Want to add bike friendly amenities at your organization?

Is your organization looking for ways to improve overall wellness and reduce your carbon footprint at the same time? Consider becoming more bike friendly, supporting green commuting methods and promoting the overall health of your community.

For opportunities email: [tphelps@tmacc.org](mailto:tphelps@tmacc.org)



# CHESTER COUNTY BIKES SMART





## COLLABORATIVE & COOPERATIVE Planning for Traffic in 2024 and Beyond!

Traffic Planning and Design, Inc. (TPD) has been part of the fabric of Chester County, providing transportation engineering services to clients in the County since our inception in 1989. In now our 35th year, we are looking back at our accomplishments, and the roads, bridges, and trails we've taken to get where we are today.

While adequate highway capacity is a critical element to a thriving economy, the past approach to planning our nation's infrastructure has often resulted in high-speed, high-capacity roadways with little attention to vulnerable road users. Many of these roads have divided communities and limited access to other transportation alternatives. More than ever, communities and their residents seek choices when considering travel options and desire modes that allow them to walk, use transit or bike. TPD embraces this approach to transportation and mobility, and whether we are designing a trail, roadway, intersection, or bridge, our focus is to integrate additional choices for people to travel and recreate.

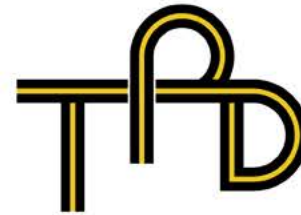
With this shift in active transportation planning, the design standards and code requirements are rapidly evolving to include innovative multimodal solutions. As a result, it is challenging for public officials and practitioners to keep up. TPD partners with these community leaders to develop innovative and comprehensive solutions that balance the safety and mobility needs of all road users.

Here is a selection of projects we have been proud to be part of in Chester County:

**The Ship Road Couplet Project** in West Whiteland Township was a 10-year endeavor for the TPD team, with multiple internal departments performing planning, design and construction assistance services, alongside Township staff and municipal officials. Through those collaborative efforts, the resulting transportation solution protects several adjacent historic structures, extends regional trail connections, and provides additional efficiency to the surrounding roadway network.

For some more backstory, TPD designed a series of transportation improvements around the historic Ship Inn and Saint Mary Chapel to balance traffic flow and congestion in the area where conventional improvement plans would not have been possible. These changes split Ship Road, at its intersection with Lincoln Highway, into a one-way couplet, in which the existing Ship Road became a one-way northbound road, and a new southbound parallel roadway was constructed approximately 450

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Ship Road Couplet Project, West Whiteland Twp.



TPD continued from page 8

feet to the west. The design added significant capacity to both Ship Road and Lincoln Highway to accommodate growth in the region for years to come. Additionally, along the newly constructed southbound roadway, a segment of trail was constructed, extending the Chester Valley Trail from Sylvania Way through the project limits.

The project was awarded the American Society of Highway Engineers (ASHE) Delaware Valley 2023 Project of the Year (under \$20M category).

▶ Check out a fly through video [HERE](#).



Route 100 Multimodal Trail, West Whiteland Twp.

TPD, in conjunction with West Whiteland Township, led design efforts to construction a 2,500-foot multi-use path, the **Route 100 Multimodal Trail**, along the west side of Pottstown Pike (Route 100) from the Exton Train Station to the Chester Valley Trail (Commerce Drive). The trail sought to safely connect vulnerable road users, both pedestrians and bicyclists, to both the Exton Train station and the larger trail network spanning throughout Chester County.

It has become increasingly important to connect the County's main trail arteries, such as the Chester Valley Trail, to where people live, shop, work, and link up with mass transit for ease of use. This project is an excellent example of building those critical connections.

Additionally, TPD had the pleasure of working hand-in-hand with the TMACC and the Delaware Valley Regional Planning Commission (DVRPC) on the **Market Street Pop-Up Bike Lanes** in 2019, to create and implement a plan for a pop-up protected bike lane and shared lane markings (sharrows) throughout downtown West Chester. The demonstration originated from DVRPC's 2018 *West Chester Pike at Paoli Pike Multimodal Traffic and Circulation Study*, which found that excess lane capacity for vehicles on this block of Market Street could be reallocated for use by cyclists. For this pop-up demonstration, a right turn lane on Market Street was closed and parking along the curbline was relocated to create a safe space for riders of all ages. The goal was to demonstrate the potential usefulness of lanes such as these and start a conversation to drive legislative changes needed to make these possible.

▶ Video from the demonstration is found [HERE](#).

If you have any questions or partnership opportunities you'd like to discuss, please reach out to TMACC member and Senior Project Manager at TPD Jeffrey Todd, PE, at [jtodd@trafficpd.com](mailto:jtodd@trafficpd.com) or 610.326.3100. ♦



Market Street Pop-Up Bike Lanes, West Chester

**"IT ALWAYS SEEMS IMPOSSIBLE UNTIL IT'S DONE."**

- Nelson Mandela

# THE RETURN OF PASSENGER RAIL

"It's been tried before..."

"They've been trying this for years."

"It'll never happen."

"It was already attempted."

**THE FACT IS**, the Schuylkill River Passenger Rail Authority is the **FIRST** effort to return regional rail with Chester, Berks, and Montgomery Counties collaborating. It's the **FIRST** attempt that has been accepted into the Federal Railroad Administration's Corridor Identification and Development Program. And, the SRPRA is the **FIRST** approach to study all previous attempts to develop the most feasible plan to bring passenger rail service back from Reading to Philadelphia with stops in Pottstown and Phoenixville.

Success is not impossible. Someone has to be first...





# In Support of Multifamily Housing

## A Densely Populated, But Harsh, Pedestrian Environment

**It is surprising just how dense the concentration of multifamily housing is within the Chester County portion of the Route 3 (West Chester Pike) corridor.**

Within a five mile stretch of West Goshen, East Goshen, Westtown, Willistown, and Edgmont townships, there are approximately 3,500 apartment, condominium, townhome, and mobile home units, all of which are currently served by SEPTA's 104 bus route. However, ridership on the 104 remains very low, among the least of SEPTA's suburban Philadelphia buses. (Among the largest and most prominent of the multifamily developments are the Golf Club, Metropolitan High Gate, Rose Hill, and Waterview Apartments, along with the Summit House and Chesterfield Condominium developments.)

Perhaps most striking, however, is that the pedestrian and bus stop environment along this

busy Route 3 corridor is almost non-existent, posing a threat to any walker or bus rider who dares to venture out. A lack of sidewalks, coordinated crosswalks, push-button walk signals, and bus stop amenities—combined with excessive speeding on the roadway—has shaped an unforgiving pedestrian environment that desperately needs improvement. Moreover, the presence of partial sidewalks, incomplete crosswalks, and uncoordinated bus shelters has created a false sense of safety for anyone who tries to make the connection between existing housing developments and the bus stops, or those who attempt to walk or take the bus to any of the shopping centers along the corridor, including West Goshen Town Center and the Marketplace at Westtown.

### The Playbook Project

Enter TMACC, who after observing the conditions along Route 3 in Chester County, and learning more about the underuse of the SEPTA 104, has stepped to try and improve the conditions of both the pedestrian realm and the public transportation environment along this vital commuter route. Since obtaining a Travel Options Program (TOP) grant from the Delaware Valley Regional Planning Commission in 2022, TMACC has become the champion of West Chester Pike through their *Multifamily Housing Playbook* project. The hope is that when completed in June of 2024, the Playbook will provide a framework for PennDOT, SEPTA, and the local municipalities to begin working together to secure State and County grant funding and make upgrades to the pedestrian and public transportation environment. Incomplete or missing sidewalks and streetscape elements, poorly-located bus stops, and uncoordinated crosswalks will all be addressed in the Playbook. Further, by setting forth a priority list of specific intersection and bus stop improvements—based on current 104 ridership and housing density—the Playbook will provide a “roadmap” for making immediate public safety improvements in the pedestrian realm. TMACC will also make sure that SEPTA's own bus stop design standards will guide the process.

Perhaps most striking, however, is that the pedestrian and bus stop environment along this busy Route 3 corridor is almost non-existent...

Another purpose of the Playbook project is to educate multifamily property owners, property managers, and residents in the corridor about the specifics of the SEPTA 104 bus route (such as frequency, stop locations, major destinations, etc.), so that once improvements to the pedestrian/bus environment are underway, more people will be able to make better use of this public transportation line that serves their community.

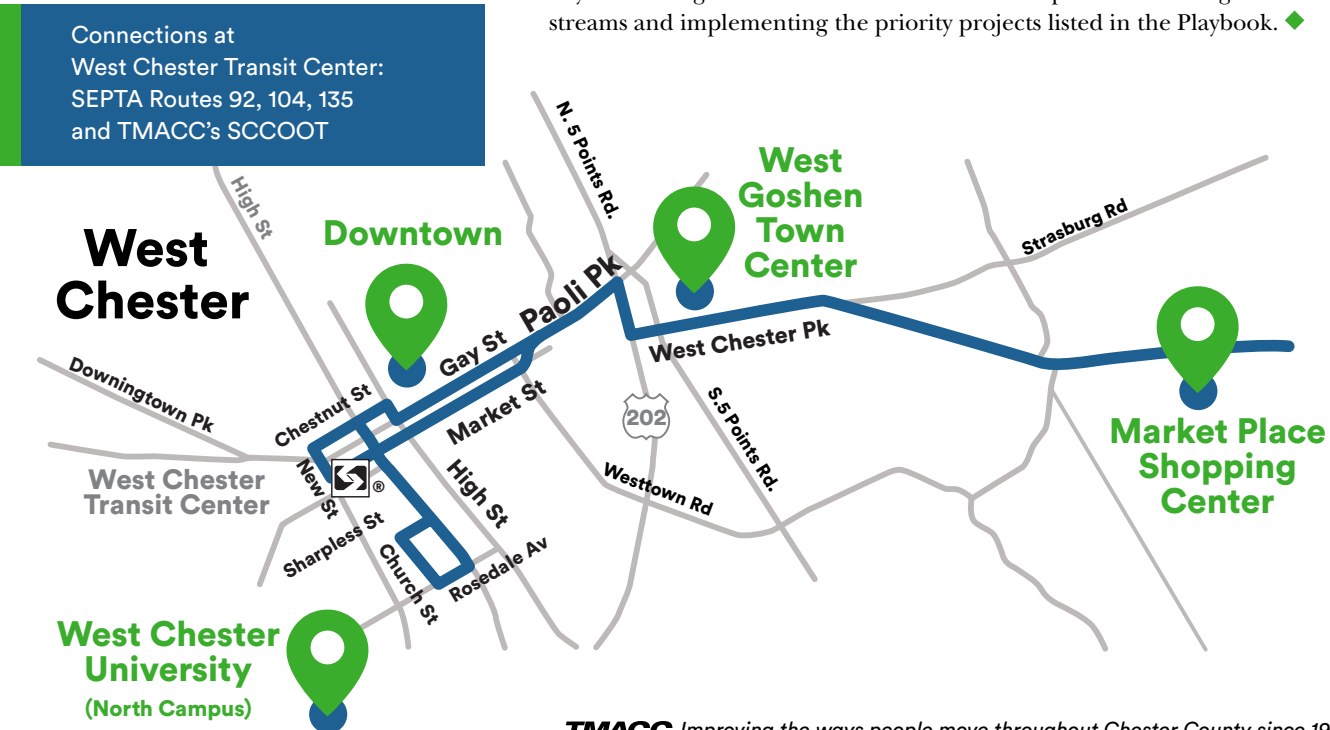
### Public Outreach in the Corridor

After conducting an extensive existing conditions analysis of the project corridor, TMACC staff held a series of meetings with all five township managers to initiate the idea of multi-municipal coordination to better the pedestrian environment along Route 3 in Chester County. Initial meetings were also held with appropriate decision-makers at PennDOT and SEPTA. (The idea of cooperating to improve conditions along Route 3 has been well received by all.)

Currently, TMACC is wrapping up a second round of meetings with managers at individual multifamily housing developments, so that their input is part of the planning process. A written survey for multifamily tenants/property owners (asking them about their travel habits and use of public transportation) has also been developed.

### Next Steps

As TMACC works to wrap up the *Multifamily Playbook* in the summer of 2024, they intend to continue coordinating with municipal managers, so that West Goshen, East Goshen, Westtown, Willistown, and Edgmont are well on their way to working with PennDOT and SEPTA to tap into available grant funding streams and implementing the priority projects listed in the Playbook. ♦





ADA athlete Kyle Bryant

# RIDE TO WORK... BE LIKE KYLE

## All kinds of people can commute to work by bicycle...

*A charismatic spokesperson for a rare disease association is a frequent bike commuter,  
There is a regular Chester County bicycling commuter who has written a book.  
There's a cyclist who commutes to work who had a movie made about them.  
There's a commuter on the SRT and the CVT who has given a TED Talk.  
Plot twist, they're all the same person!*

Kyle Bryant is a driven individual, but when it comes to getting to work he'd prefer to pedal.

In 2012, Kyle took the stage as part of the Philadelphia-region's first TED Talks in Phoenixville. In 2015, an award-winning documentary film was made about Kyle called *The Ataxian* (another movie is currently in production about his recent Himalayan adventure). *Shifting into High Gear*, is Kyle's critically-acclaimed memoir published in 2019. Kyle is always moving, always inspiring.

Kyle is a Senior Director at the Friedrich's Ataxia Research Alliance (FARA) located at 533 W. Uwchlan Avenue in Downingtown and he takes full advantage of the unique trail Chester County has offered to him and other two-wheeled enthusiasts.

Devon resident Kyle Bryant is a Senior Director at the Friedrich's Ataxia Research Alliance in Downingtown.



But Kyle's bike has three wheels because, among other things, Kyle has poor balance.

Kyle was diagnosed with Friedrich's Ataxia—a rare disease that affects 1 in 50,000 (5,000 US, 15,000 worldwide)—in 1998 at the age of 17. Friedrich's Ataxia (FA) is a disorder that affects some of the body's nerves and the heart. FA is caused by a gene defect that's inherited from both parents and symptoms often start in late childhood.

Kyle has helped raise more than \$11 million with his *Ride Ataxia* events which host annual group fundraising rides in eight states.

Just back from the Himalayas where he and a team of seven summited the world's highest motorable pass—19,300'. Umling La in Ladakh in Northern India (between Pakistan and China) just opened to foreign tourists this year and Kyle organized Team FARA—including his dad (72) and uncle (74) to be among the first to conquer the four-day challenge.

"The first three days we rode about fifty miles a day," Kyle recalls from his home in Devon. "We rested on the fourth day and on the fifth, we only rode 15 miles with 4000 feet of elevation!"

While a support vehicle organized overnights and food for the team, it was up to each individual member to make the climb and they all did it to support Kyle. He's that kind of guy... inspirational and energizing.

Still, he's the only one in his office who sometimes commutes to work on the Chester Valley Trail, the improved county pathway that runs right past his apartment complex.

"Well, we don't have showers in the workplace so the weather has to be right," Kyle offers, not blaming his co-workers. "If I don't ride in it's because of that... or the time it takes."

It takes Kyle about two hours to ride in on his "trike," a Cartrike 700 in bright orange while he can drive his ADA van to the FARA office in Downingtown in just under thirty minutes.

Continued on page 17

Besides being the affable and effective face of a non-profit, Kyle Bryant often commutes on the Chester Valley Trail.





Get to know

# YOUR ROUTE!



No matter what you do or where you need to go SEPTA can get you there!

From West Chester to Newtown Square, Route 104 is the dependable option for people living and working in the Route 3 corridor.

**Get ON!** SEPTA can get you there!  
**Route 104 West Chester**  
[TMACC.org/GetOn](http://TMACC.org/GetOn)

*Kyle Bryant continued from page 15*

“10 of the 15 miles are on the CVT and the rest is road,” added Kyle who has ridden many centuries (100 mile rides) and has also summited Mount Washington in New Hampshire.

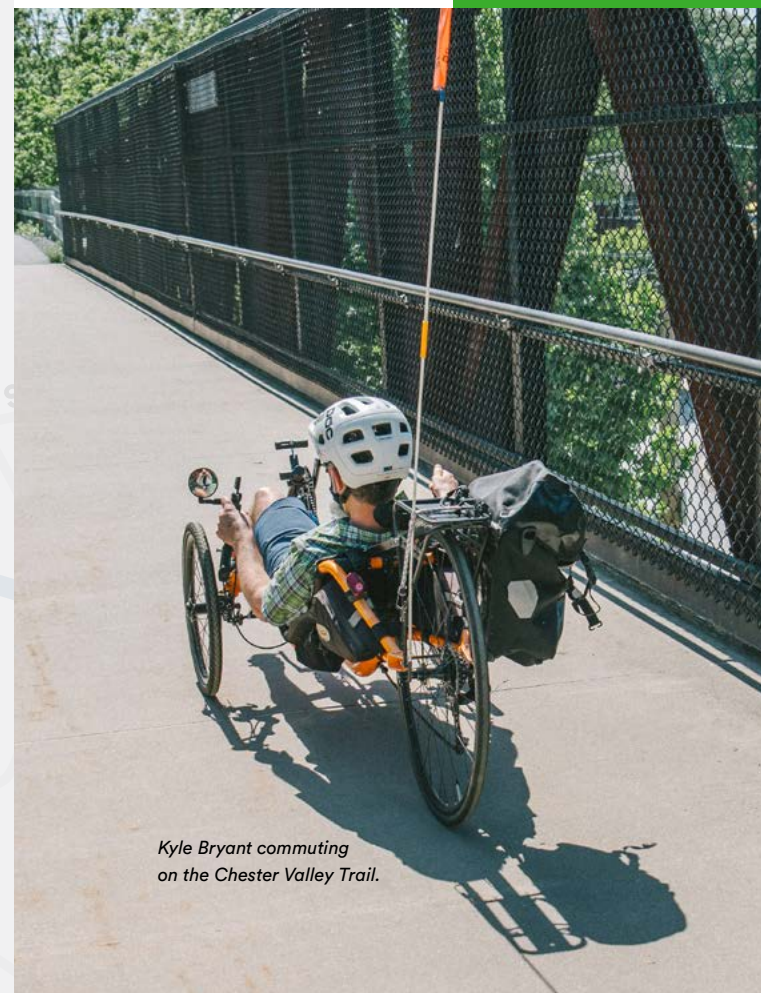
Smaller businesses are not built around accommodating cyclists but TMACC is starting to change all of that in Chester County. Although we don’t offer shower installation there is a growing list of bicycle amenities we do offer to businesses throughout the county (see page 24).

Besides being the affable and effective face of FARA whose mission to educate the world about the rare disease most often involves bicycles (and tricycles), Kyle co-hosts a popular podcast with over 250 episodes called *Two Disabled Dudes*.

The central theme of the TED Talk, the movies, the book, his existence is... life isn’t about what happens to us, but life is about how we react.

As more and more of us consider commuting to work by bicycle only to make excuses why we can’t, think of Kyle and how he reacts to challenges, to life... to commuting!

LEARN MORE about the Friedrich’s Ataxia Research Alliance (FARA) at [curefa.org](http://curefa.org).



*Kyle Bryant commuting on the Chester Valley Trail.*

## These are the connections that matter. ▶



Join Chester County’s largest transportation solutions network.

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▶ We’re all about helping you connect with transportation experts and advocates.

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# Building a Safer, Greener Future

## Exploring Chester County's Bike Amenities Project

2024 marks the year where the Transportation Management Association of Chester County (TMACC) is poised to revolutionize the county's approach to biking with its ambitious *Bike Amenities Project*. This initiative aims not only to enhance cycling infrastructure but also to foster a vibrant biking culture that promotes safety, health, and environmental sustainability.

The cornerstone of TMACC's project lies in comprehensive support and recommendations tailored to the unique needs of Chester County. By addressing gaps in the current biking network, TMACC seeks to reduce motor-based accidents, traffic congestion, and air pollution. This initiative comes at a critical time, as more residents turn to micro-mobility solutions for their daily commutes and tasks.

### Data-Driven Insights and Proposed Initiatives

An analysis of local biking trends underscores the necessity for expanded amenities and resources. Sections of the study will focus on crucial areas such as bike safety, improvement of existing amenities, successful national and local biking programs, and proposed locations for new bicycle facilities. These insights serve as the bedrock for TMACC's efforts to introduce enhanced biking infrastructure and commuter resources across Chester County.

### Health Benefits of Bike Commuting

The benefits of biking extend far beyond transportation efficiency. Cycling promotes physical fitness by improving cardiovascular health, enhancing muscle strength, and boosting overall mobility. Studies by the Association of Cycling reveal that biking to work significantly reduces the risk of mortality and chronic diseases such as heart disease and cancer.

Moreover, biking contributes to mental well-being by lowering stress levels and stimulating the release of endorphins, which elevate mood and enhance

mental clarity. Choosing biking over driving also leads to substantial environmental benefits by reducing carbon emissions, noise pollution, and the need for expansive parking infrastructure.

### Safety Concerns and Initiatives

Despite its advantages, biking poses safety challenges, with higher fatality and injury rates compared to other modes of transport. Recent statistics from PennDOT highlight the prevalence of pedestrian and bicycle-related accidents in Chester County. In response, TMACC has launched a Bicycle and Pedestrian Safety Campaign aimed at educating the community and improving infrastructure to mitigate risks.

The initiative emphasizes safety awareness and provides practical tips for cyclists, drivers, and pedestrians alike. These efforts are crucial in promoting responsible cycling practices and adherence to traffic laws, thereby creating a safer environment for all road users.

By addressing gaps in the current biking network, TMACC seeks to reduce motor-based accidents, traffic congestion, and air pollution.

### Addressing Theft and Promoting Bike Culture

Another critical aspect of TMACC's project is tackling bike theft—a prevalent issue that undermines cyclists' confidence. Research indicates that a bike is stolen in the U.S. every three minutes, highlighting the need for secure parking and vigilance among riders. By offering safe and protected bike parking, TMACC aims to reduce theft and enhance the overall biking experience in Chester County.

Continued on page 23



Bike Lockers in West Chester provide secure storage for cyclists' gear when working or visiting downtown.



# Why We All Should Care About Air Quality

**Warmer weather ushers in more outdoor activities and all the fun-filled days summer brings. But the summer also brings episodes of poor air quality to the Greater Philadelphia region.**

The longer days of bright sunshine and higher temperatures help “bake” pollutants from our cars, trucks, and even gas-powered lawn mowers, into harmful ground-level ozone. Unlike the ozone layer in the atmosphere, ground-level ozone is bad for our lungs when inhaled, and especially harmful to older adults with reduced lung capacity and children, whose lungs are still developing. Those with existing respiratory conditions are also more susceptible to lung damage from summer air pollution. See who’s most at risk here.

The good news is that we can all take positive actions to protect our family’s lung health and to reduce those harmful pollutants in the first place. The Delaware Valley Regional Planning Commission’s (DVRPC) Air Quality Partnership (AQP) recommends the following actions:

**Check the daily forecast.**

The Pennsylvania Department of Environmental Protection (PA DEP) publishes a daily air quality forecast that is color coded to communicate various levels of air pollution. Follow the daily air forecast or sign up for free text or email alerts at [www.AirQualityPartnership.org](http://www.AirQualityPartnership.org).

**Take action to protect your health.**

The Center for Disease Control (CDC) has published recommendations on how to protect yourself and your family’s lungs when outdoor air is expected to be unhealthy. The CDC recommendations also offer suggestions on how to exercise or travel by bike safely outside when the air quality is poor.

**Avoid unnecessary car trips whenever possible.**

Take transit or share a ride to work or a common destination.

**If you must drive...**

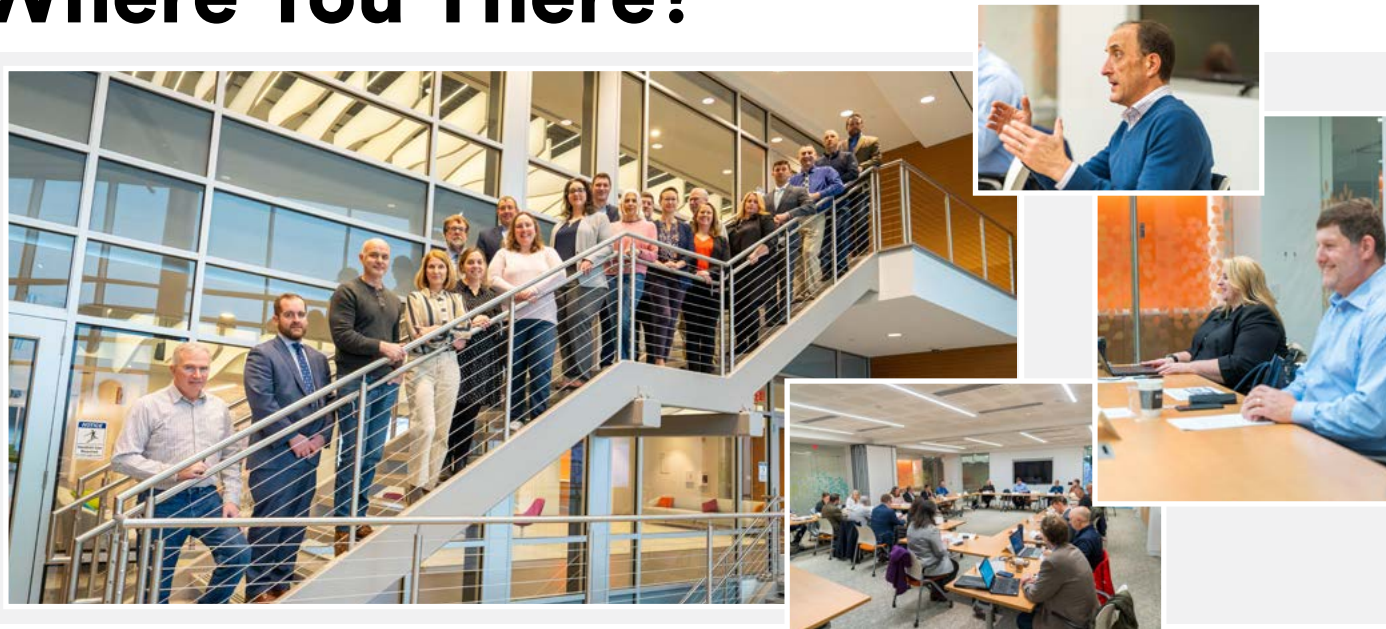
- Try to link” your errands to avoid cold starts—and don’t idle.
- Refuel early in the morning or late in the evening when the temperature is lower, and don’t “top-off” your tank.
- Keep your tires properly inflated.
- Postpone mowing the lawn with a gas-powered mower and avoid using your fire pit until the air improves.
- Try to combine or bundle Online orders so fewer deliveries are needed.

These simple steps for summer can turn into good habits that improve the air we breathe all year long, too. Being aware daily of outdoor air quality, and sharing this information with family members, co-workers, and your community, is a great step towards protecting your family’s health and the environment. ♦



# Where You There?

1-26-24 BOARD MEETING



4-18-24 BREAKFAST BRIEFING



6-17-24 LUNCHEON



*Safer, Greener Future continued from page 19*

Furthermore, TMACC recognizes the importance of fostering a vibrant bike culture within the community. While the United States is not universally renowned for its cycling culture, several cities, including those in Chester County, are making significant strides toward becoming more bike-friendly. These efforts not only promote healthier lifestyles but also contribute to more livable and sustainable urban environments.

**Conclusion**

As TMACC spearheads the *Bike Amenities Project*, Chester County stands to benefit from improved biking infrastructure, enhanced safety measures, and a strengthened sense of community among cyclists. By promoting biking as a viable and sustainable mode of transport, TMACC is paving the way for a greener and healthier future in Chester County. Through collaboration and innovation, TMACC aims to make cycling an integral part of everyday life, ensuring a safer, more connected community for all residents. ♦

Explore more about Chester County's *Bike Amenities* (like the fix-it stations found on the Chester Valley Trail) on **page 24**.

LEARN MORE

**share-a-ride**

Share-A-Ride is a resource where employees can discover sustainable travel options like carpool, vanpool, transit, bike and walk. You can also record your sustainable trips and earn rewards.

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- ✓ **Find Rides**  
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- ✓ **Record Your Trips**  
Record your greener trips, even work from home days, in your Share-A-Ride account and track the money you save, the emissions you prevent, and your reward points.
- ✓ **Get Rewards**  
Redeem your commute points for restaurant coupons, retailer discounts and tickets to shows and attractions.



# Chester County Commissioners' Chair Josh Maxwell Elected Chairman of Delaware Valley Regional Planning Commission



Josh Maxwell, Chester County Commissioners' Chair and newly-elected Chairman of the Delaware Valley Regional Planning Commission.

WEST CHESTER, PA – July 18, 2024 – Josh Maxwell, Chair of the Chester County Board of Commissioners, has been elected Chairman of the Board of the Delaware Valley Regional Planning Commission, the Greater Philadelphia region's federally-designated metropolitan planning organization.

Commissioner Maxwell was elected as DVRPC Board Chair to serve for fiscal year 2025, and in this role, will oversee an 18-member board that represents the nine-county Greater Philadelphia region. In addition to defining the duties of the Office of the DVRPC Executive Director and DVRPC committees, the Board establishes regional transportation policies, and determines transportation priorities and the allocation of transportation funds to meet those priorities.

"It has been a pleasure to work with Commissioner Maxwell, and I look forward to his leadership as we work together to realize our vision for a more equitable, resilient, and sustainable region," said DVRPC Executive Director Ariella Maron. "As DVRPC Board Chair, Commissioner Maxwell will continue to foster cross-county and bi-state collaboration to address the myriad transportation, environmental, and economic challenges facing us and move our region forward."

"It's my firm commitment to ensure that Southeast PA, Pennsylvania's economic driver, receives its fair share of transportation funding," said Commissioner Maxwell. "Equally important is our responsibility to spend this funding in the most efficient way possible."

"I am honored to be elected as DVRPC Chair for the coming year and look forward to working with staff and fellow board members to advance transportation projects and attract Federal funds for public transportation projects that are crucial to our region," he added.

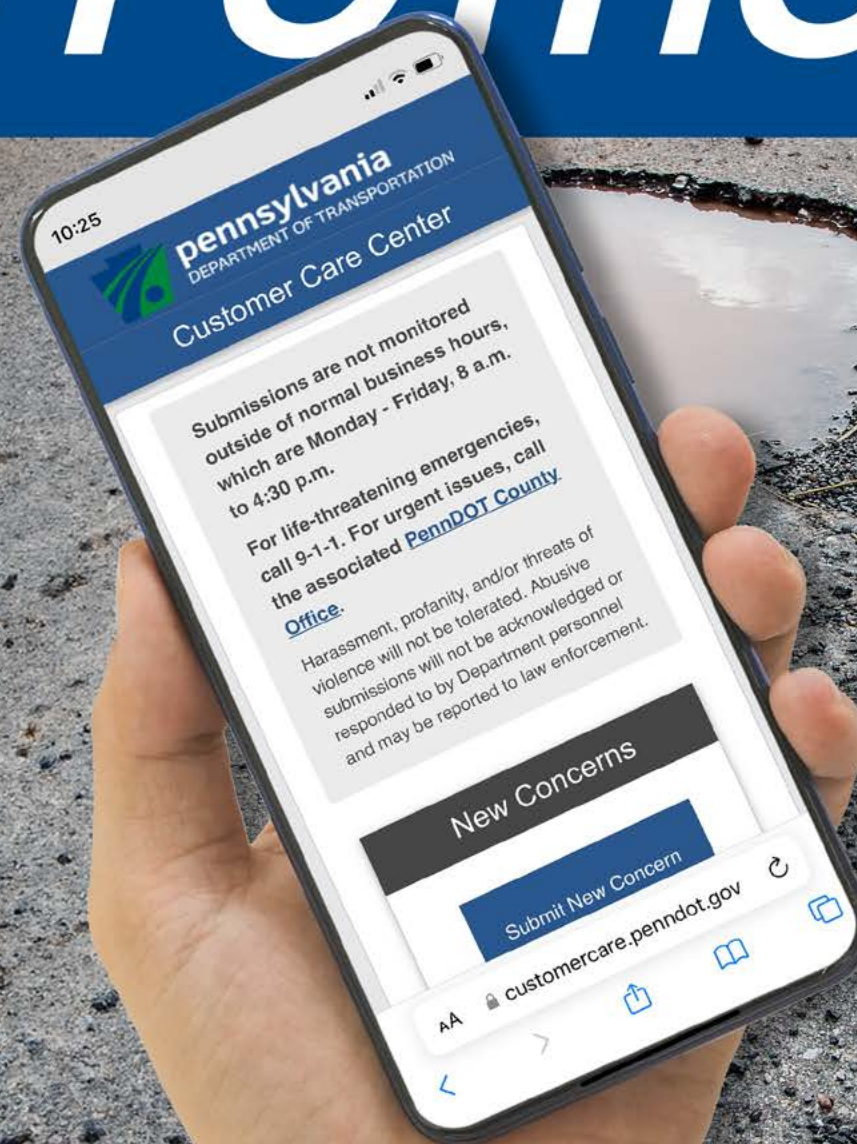
Tim Phelps, Executive Director of the Transportation Management Association of Chester County (TMACC) commented on Commissioner Maxwell's appointment. "The Board of Directors of TMACC are excited that Commissioner Maxwell has been elected Chair of DVRPC. He brings to this role a broad perspective of public policy knowledge, especially in health and human services. As we address the multimodal needs of residents, nonprofit service organizations and employers, we are able to have deeper conversations about the needs of people to improve the quality of life."

"Josh has been a staunch supporter of access to public transportation and trails, bicycle and pedestrian safety, and well-informed land-use planning, while recognizing the need for highway improvement to support regional economic growth," added Phelps. "His leadership and vision as a TMACC board member have been invaluable to us, and we look forward to his continued impact in our region as Chair of DVRPC."

The DVRPC was formed in 1965 to provide comprehensive, coordinated planning for the orderly growth and development of, initially, southeastern Pennsylvania and, later, southern New Jersey. The region includes Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. An interstate, intercounty and intercity agency, DVRPC is an advisory agency focusing on regional policy and capital funding issues for transportation, economic development, and environment and land use.

# REPORT

# POTHOLES





# What are Chester County Bike Amenities?



**Creating a bike-friendly environment involves more than just designated lanes; it requires providing essential amenities that support cyclists and nurture a robust biking culture in Chester County.**

**Here's a look at some key bike amenities and their benefits:**



### Bicycle Parking and Storage:

Installing standard bicycle racks, such as hoop, wave, or grid styles, at strategic locations encourages cycling by providing convenient and secure parking options. These amenities include informative safety signs and tools like self-bike-fix-it-stations, ensuring cyclists have peace of mind against theft or damage.



### On-Street Parking:

Implementing on-street solutions for bicycle parking is crucial, especially in areas with high pedestrian traffic and narrow sidewalks. This approach ensures that cyclists can easily access businesses and institutions without compromising pedestrian pathways.



### Short-Term Bike Parking:

Utilizing fixtures like inverted U racks, post-and-ring racks, and wheelwell racks on sidewalks allows cyclists to quickly secure their bikes while running errands or visiting local establishments. These installations are designed for short-term use, typically accommodating visitors for up to two hours.



### Long-Term Bike Parking:

For more extended stays, options such as CycleSafe's ProPark Bike Lockers provide fully protected storage. These lockers, available as individual units or locker banks, offer advanced features like Bluetooth cellular access for easy management via smartphone apps.



### DIY Fix-it Stations:

Public bike repair stations equipped with essential tools—such as screwdrivers, Allen wrenches, and tire pumps—enable cyclists to perform basic maintenance and repairs on the go. These stations are invaluable for keeping bikes in optimal condition and reducing downtime due to mechanical issues.



### Pedestrian and Bicycle Funding Opportunities:

The DOT provides comprehensive guidance on funding eligibility for pedestrian and bicycle projects through various transportation programs.



### State Grant Success Stories:

Successful state grant projects highlight effective initiatives promoting pedestrian and biking safety, as well as incentives for adopting bikes as an economical and sustainable transportation alternative.

Investing in these bike amenities not only supports current cyclists but also encourages more residents to choose biking as a sustainable and healthy transportation option. By enhancing infrastructure and accessibility, Chester County is fostering a community where cycling is safe, convenient, and embraced as part of everyday life. ♦

Zooming Along continued from page 3

It's often the argument of the motorist that they pay taxes so they should be allowed preferential treatment on the roads they fund. Sales tax on an automobile is greater than that of most bicycles but that's not the bucket of taxes paying for blacktop around the county. Property taxes contribute to that effort and drivers and riders all live somewhere, not to mention nearly every cyclist is also a motorist.

▶ *We need to employ facts and common sense when talking about the issue.*

**RESPECT** for our fellow man is less prevalent in Online scenarios where rhetoric reaches a boiling point over the most inane issues. It's our duty as citizens of the roadways to treat other human beings the way we want to be treated. If a cyclist is making you actually late, you didn't plan your trip well so don't take it out on them. Instead take a deep breath and leave for your destination with more travel time built into your schedule.

▶ *We need to work on our respect for others in every corner of the world.*

**UNKNOWINGLY** demanding that cyclists ride on bike trails and paths isn't help-

ful but it is common in Online diatribes. In this area we are very fortunate to have the SRT and the CVT but they do not go to every destination required by the region's many cyclists. More diversity of bicycle-only trail is needed, but non-cyclists have antipathy to that as well (see taxes above).

▶ *We need to share the road while working on more bicycle trails.*

**JEALOUSY** can rear its ugly head when a cyclist zips past a line of slow moving cars in bumper-to-bumper traffic. It's important to understand that no one is gaining an advantage over you, so turn on some Yacht Rock and schedule your own bike ride at your earliest possible convenience.

▶ *We need to accept the mode of transport we chose and respect the choice of others.*

If we can address the causes that cause automobile drivers to irrationally hate all cyclists we might save a life. Not only is sharing the road safely the law but that cyclist is someone's father, mother, son, or daughter. Please, if this is you, work on changing your behavior before you really are... too late. ♦



Bike Culture continued from page 6

This not only benefits individual health and well-being but also contributes to a cleaner, greener, and more connected community. By investing in a bicycle-friendly culture, we invest in the future of Chester County.

As John Weller, Director of Planning & Zoning in West Whiteland, aptly states, "A better bicycle culture is one where cycling is a viable and normal transportation option and not limited to recreation. It's especially important in suburban communities like West Whiteland where so much of our traffic volume consists of drivers just passing through: our residents (and businesses) benefit when they can make at least short trips without getting into their cars and adding to the existing congestion." ♦

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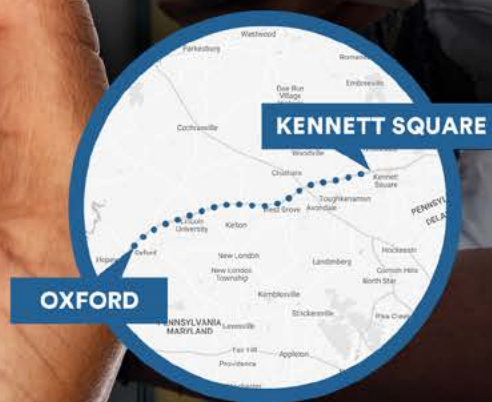
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